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 SECURITY INFORMATION  
 CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

**INFORMATION REPORT**

CD NO. 25X1A

COUNTRY Czechoslovakia/Austria

DATE DISTR. 27 June 1952

SUBJECT Rail Traffic between Czechoslovakia and Austria

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25X1A ACQUIRED**REFERENCE COPY**NO. OF ENCLS.  
(LISTED BELOW)DATE OF  
INFO.**DO NOT CIRCULATE**SUPPLEMENT TO  
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1. Passenger and freight traffic between the railroad stations at Breclav (P49/ S 75), Czechoslovakia, and Hohenau (P49/ S 74), Austria, was stopped at the beginning of April 1952. It is rumored that all passenger and freight traffic on all the railroad lines between Czechoslovakia and Austria will be stopped in the near future; the only exception will be the railroad line from Devinska Nova Ves (P49/ K 89) to Marchegg (P49/ S 70), Austria. The reasons for this measure are not known. [REDACTED]
2. Since 1 January 1952, all shipments of goods from Austria passing through the railroad station at Marchegg and destined for the USSR via Cierna nad Tisou (R49/ E 90) are addressed to the station master of the railroad station at Devinska Nova Ves, fmu Stipala, who furnishes the goods with new railroad bills of lading and sends them on.
3. Loads of timber from the Austrian Vienna Woods which are being sent to Devinska Nova Ves come back from Czechoslovakia the following day in the same freight cars as transit goods destined for Switzerland, and the timber is declared as timber exported from Czechoslovakia.\*
4. Railroad freight cars destined for Czechoslovakia are collected during the day at the railroad station in Marchegg. After these freight cars are inspected by Czechoslovak personnel and turned over to the Czechs, they are attached to the express # 308 which leaves Marchegg at 20.50 hours, and transported to Czechoslovakia. Czech citizens, working during the day at the Marchegg railroad station, leave by this train for Czechoslovakia. They arrive at Marchegg every day at 10.30 hours. The following persons who work in Marchegg have been observed:

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Geza Sipos, (Wagenschlosser), resident of Devinska Nova Ves;  
(fnu) Buskovic, resident of Bratislava;  
(fnu) Petras, (Wagenschreiber), resident of Devinska Nova Ves;  
(fnu) Palkovic, resident of Devinska Nova Ves.

All are reliable Communists who control the Czechoslovak railroad crews bringing the trains across the border.

5. The railroad station Devinska Nova Ves has a large traffic capacity and for this reason also serves as a reserve shunting station for Bratislava. The station has 14 rail lines of the unusual length of 3 km and can, therefore, cope with the heaviest traffic. During World War II, 125 complete trains of 60 cars each and averaging 600 m in length were handled daily at this station, and only four rails easily handled this maximum traffic. At the Devinska Nova Ves railroad station there is a loading platform 40 m long, with a large warehouse. Part of the warehouse is now used by the Czechoslovak shipping company Metrans. A large water works with its own well and water tank has recently been completed and began operation there. The construction of the water works started shortly after the escape of the "Freedom Train" from Cheb to the Western Zone of Germany and is within the framework of security measures intended to prevent similar escapes. Previously, Czechoslovak engines had to take on water at Marchegg.
6. The following security measures have been introduced by the Czechoslovak authorities on the Czechoslovak side of the border on the railroad line Devinska Nova Ves - Marchegg. (See attachment.)
  - a. The state border on this railroad line crosses the railroad bridge across the river Morava (March) at the 37.9 km railroad stone. The bridge starts on the Austrian side of the border at the 37.6 km railroad stone and ends on the Czechoslovak side at the 38.2 km railroad stone. At the end of the bridge on the Czechoslovak side is a guard house where a permanent SNB guard of eight men is stationed. Their duty is divided so that two SNB men with a dog always guard the river bank to the south of the bridge and another two men with a dog guard the river bank to the north. Two SNB members guard both sides of the bridge where they have sentry boxes while the two remaining SNB members are in the guardhouse. The guards are equipped with SMGs and rocket pistols and there are searchlights on the Czechoslovak side of the bridge.
  - b. The key to derailer # 2 which is located on the rails before the mouth of the bridge is kept in the guardhouse. At a distance of 750 m from the bridge there is a concrete block weighing 3,200 kg on the rails, which is placed and removed from the rails with a hand-operated device by one of the men designated for this work. The men in charge of the barrier live in a concrete bunker near the barrier. To remove the barrier, the handle of the removing apparatus must be turned 680 times (sic). In front of this barrier, toward Devinska Nova Ves, is derailer # 1, operated by one of the men who look after the barrier.
  - c. Trains travelling from Czechoslovakia to Austria are controlled by members of the SNB at the Devinska Nova Ves railroad station. One SNB officer accompanies the train as far as derailer # 1. He has the key to the barrier, while the key to derailer # 1 is in the bunker. After derailer # 1 and the barrier have been opened, the officer telephones to the guardhouse whereupon the commanding officer of the guard opens derailer # 2.

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- d. On the bank of the river Morava (March) on the Czechoslovak side, there is one concrete bunker about 500 m north of the bridge and another to the south. These two bunkers, as well as other similar bunkers in the area, were built in 1938. At the end of March and at the beginning of April 1952, these bunkers were cleaned, white-washed and newly camouflaged. On the bank of the river Morava (March) on the Czechoslovak side, strips of bushes about 10 m long have been planted at about 30 m intervals. Barbed wire barriers or fences are not being built in this area.

7. Leading personnel at the Devinska Nova Ves railroad station:

(fmu) Stipala	station master;
Gustav Dobrovodsky	deputy station master;
(fmu) Ruzovic	
(fmu) Barta	train dispatchers;
(fmu) Babik	
(fmu) Veith	maintenance officer.

A border SNB patrol is also located at the station.

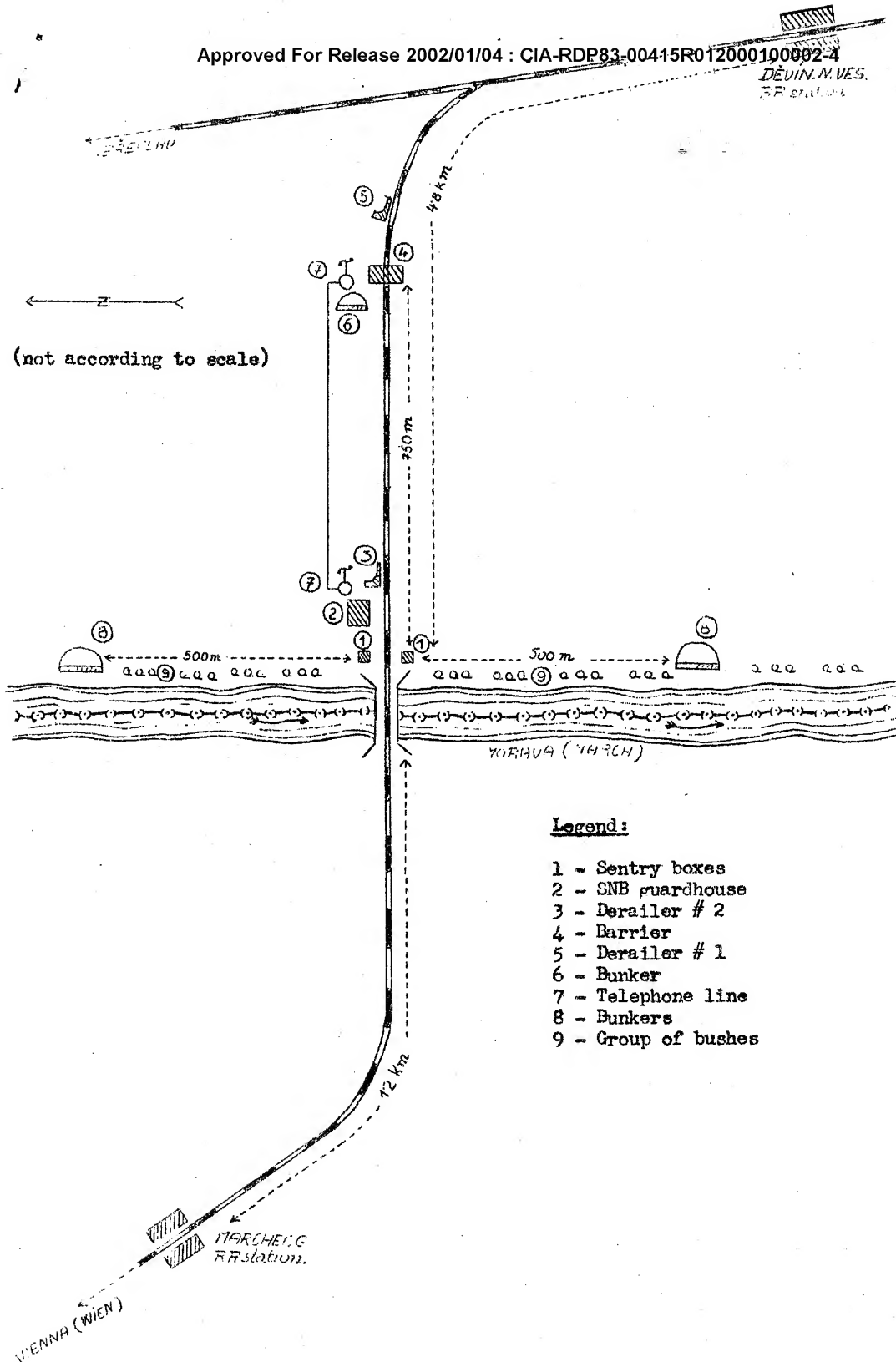
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Comment: See

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DEVIN, M. VES.  
RR station



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